

700 Mountain, 2 miles W of  
Brymhead, Cheshire, England

1405

43-12-3-501

Pilot took off with  
visibility 2 miles & ceiling  
1500 ft. He had no radio  
& was flying at 500 ft. &  
stay contact. He began to  
climb on instruments into  
the overcast when he  
crashed into the side  
of a mountain.

The pilot had knowledge  
of the weather & knew the  
ship had no radio. He  
also knew of the barrage  
balloon hazard which  
existed but as he was off  
course he wasn't sure  
just where it was.

P.B.A.

DFS

Accident No. 43-12-3-501

Analyzed by P.B.A. 2/24/43 Errors which change the meaning of the McCabe Card

Typed by .....

Coded by .....

Punched by .....

Verified by .....

TECHNICAL REPORT OF AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE

- (1) The Accident Classification Committee of AAF Station 590 met on 7 December 1942 and determined the following:
- (2) Place, date, and time of accident Hex Mountain, 2 miles west of Loggerhead, Cheshire, England at 12/7/42 11:05 AM
- (3) Aircraft station Langford Lodge Org. L.L.A.D.
- (4) Aircraft model Oxford No. 6179
- (5) Date accepted from contractor \_\_\_\_\_
- (6) Total hours \_\_\_\_\_ Hours since overhaul \_\_\_\_\_
- (7) Engine model Cheetah
- (8) Engine A. C. No.'s \_\_\_\_\_  
L. O. \_\_\_\_\_ L. I. None R. I. None R. O. \_\_\_\_\_
- (9) Extent of damage to engine(s) \_\_\_\_\_  
L. O. 40 L. I. None R. I. None R. O. A
- (10) Total engine hours \_\_\_\_\_  
L. O. \_\_\_\_\_ L. I. None R. I. None R. O. \_\_\_\_\_
- (11) Engine hours since overhaul \_\_\_\_\_  
L. O. \_\_\_\_\_ L. I. None R. I. None R. O. \_\_\_\_\_
- (12) Purpose of flight Return Flight to Langford after delivery of Radio Equipment.
- (13) Took off from Spott Airdrome Time 1345
- (14) Weather at time of accident. (If weather was a causal factor attach copies of weather report and forecast for the flight.)  
Icing at 1500 ft. or less. No visibility or ceiling at site of accident.
- (15) Pilot (name and rank) 2nd Lt. J. E. Lowe
- (16) Pilot's station Langford Lodge, N. Ireland
- (17) Reg. Army..... Res., ext. duty X Res., inactive.....  
Res., 14-day..... Grad. cadet..... Student.....  
Other (specify) \_\_\_\_\_
- (18) Org.—assigned 7th Air Depot Group
- (19) Org.—attached for flying Langford Lodge Air Depot
- (20) Regular duties assigned Operations Officer
- (21) Original pilot rating and date April 29, 1942
- (22) Total pilot hours 600 Hours on this model 90
- (23) Hours per month last 3 months 100  
(1) 20 (2) 40 (3) 40
- (24) Models flown last 3 months  
(1) Oxford  
(2) P-38  
(3) C-49  
(4) P-39
- (25) Secure from Flight Surgeon, if pilot error is a causal factor: Was there any physical or neuropsychic condition which would in any way account for this accident? Yes or No. No.  
If "Yes", attach complete statement of the condition and its bearing upon the accident.
- (26) Damage to private property; Yes or No. No.  
If "Yes", attach A. C. Form No. 17, "Damage to property certificate."

RESULTS TO PERSONNEL

DUTY	IN COLUMN "DUTY" ENTER SYMBOLS AS FOLLOWS: C—Commander N—Navigator B—Bomber P—Pilot R—Radio operator O—Other crew CP—Co-pilot E—Engineer X—Passenger OB—Observer G—Gunner PH—Photographer	A Fatal	B Major injury	C Minor injury	D No injury	E Used parachute	PER- SONNEL ERROR	PILOT ERROR	OTHER PER- SONNEL	POWER PLANT	MATE- RIEL	AIR- CRAFT STRUC- TURE	MIS- CELLA- NEOUS	CAUSES			
														%	%	%	
68 X	J. L. Pearce, 1st Lt., Sig. Cor. AUS 98			X			75%							Error of judgment, Poor technique, Disobedience of orders, Carelessness or negligence, Miscellaneous,	01-13-02		
01 P	Joseph E. Lowe, 2nd Lt., A.C., Res., Ext. duty FEB 1 43AM 01			X										Supervisory personnel, Maintenance personnel, Other personnel, Fuel system, Cooling system, Ignition system, Lubrication system, Engine structure, Propeller and propeller accessories, Engine control system, Miscellaneous (specify), Undetermined, Flight control system, Movable surfaces, Stabilizing surfaces; struts, wires, and fittings, Wings; struts, wires, and fittings, Landing gear; struts, wires, fittings, and retract. mech., Wheels, tires, and brakes, Fuselage, engine mount and fittings, Cowling, fairing, and fittings, Tail wheel assembly and skid, Miscellaneous (specify), Undetermined,			
														Handling qualities, Instruments, Miscellaneous equipment (specify), Weather, Darkness, Airport or terrain, Other, Undetermined,			



3351 Incl H 2 pages 5

RESTRICTED

(28) PILOT'S STATEMENT (state how the accident occurred, giving all details as to conditions, causes, and influencing factors):

Received weather report from Speke before taking off, giving 1500 ft. ceiling and 2 mile visibility. After taking off, crossed River Mersey to Hootenpark Airport, took up 280° heading which should have brought me to the coast in about 10 minutes. Had no radio and I tried to stay contact below 800 ft. Seeing trees immediately below me while flying partially on instruments I began to climb up into the evercast. Had not previously climbed higher because of no radio and also an icing level of 1500 ft. or less. In two or three minutes after I started climbing on instruments the accident occurred.

I made no 180° turn because of nearby barrage balloons over Liverpool and the surrounding area. I flew a 280° course allowing for an approximate 10° variation which would give me a true course of 270°.

Signature Joseph E. Lowe  
JOSEPH E. LOWE, 2nd Lt., A.C. Pilot.

(29) STATEMENT OF ACCIDENT CLASSIFICATION COMMITTEE (give complete causal statement, amplifying the pilot's statement where necessary to explain the causes):

This accident was caused by pilot being off his course due to poor visibility and while flying by instruments struck side of mountain. The aircraft was not equipped with receiving radio. Ship had been salvaged by British crew on orders of Flight Officer Wallis of Sealand Airdrome who had already submitted a complete report to British Air Ministry.

Error of judgement as charged against pilot was probably produced almost entirely by fear of balloon hazard which he knew existed at a then unknown distance to the North.

(30) RECOMMENDATIONS:

Recommend that consideration be given to grounding barrage balloons in this vicinity except when immediate danger of attack by enemy aircraft is known to exist, and that a system be devised whereby our pilots could be advised when balloons are down (as is done by Manchester authorities).

Each member of the Committee has read and understands A. C. Circular No. 15-14, A. R. 95-120, and N. A. C. A. Report No. 576.

The above statement and recommendations, and the classification and analysis shown on the reverse hereof, are the consensus of opinion of this Committee.

Signed William E. Sneyd Maj. AC Oper. Off.  
SIGNED Edmund Phynch Capt AC Eng. Off.  
SIGNED Stephen D. Stearns 2nd Lt. AC Assist. Oper.

(31) REMARKS AND RECOMMENDATIONS (accomplish only if this report is initiated at other than the home station):

Opinion of Aircraft Accident Classification Committee concurred with.

Station AAF 590, APO 635 Date Dec. 26, 1942 Signature W. M. Lanagan

(32) REMARKS AND RECOMMENDATIONS:

Concur with findings of committee.

W. M. LANAGAN,  
Colonel, A.C.,  
Commanding

ENCLOSURES (line out those not applicable):

- Airplane (Airship) Flight Report.
- Unsatisfactory Report.
- Photographs.
- Certificates of principal witnesses.
- List of damaged parts.
- Newspaper clippings.
- Damage to property certificate, A. C. Form 17.

Station H. VIII AFSC, APO 633, AAF STA. Date 30 Dec. 1942.

586  
For the Commanding General:

Signature \_\_\_\_\_  
Commanding.

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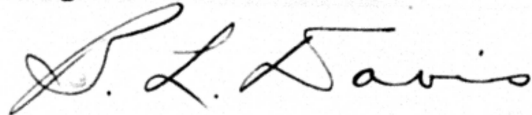
2nd. Ind.

E-J-7

HEADQUARTERS, VIII AIR FORCE SERVICE COMMAND, APO 633. 15th. December 1942.  
TO: Commanding Officer, AAF Station No. 590, APO 635, U.S.A.

1. Aircraft Accident Classification Committee Forms 14 are returned for re-consideration by the Committee and completion of item 32.
2. It is difficult to understand the findings of 25% pilot error and 75% weather, under circumstances where the pilot had knowledge through weather reports of the conditions expected en route as well as the presence of smoke haze, the barrage balloon hazard and the lack of radio facilities in the aircraft.
3. The forms should be returned to this Headquarters after compliance with the instructions contained in par 1 above.

By Command of Brigadier General MILLER:



B. L. DAVIS,  
Colonel, A. G. D.,  
Adjutant General

Incl: n/c




3rd Ind.

H-1-w

HEADQUARTERS, AAF STATION 590, APO 635, U. S. ARMY - 26 December 1942.  
TO: Commanding General, VIII Air Force Service Command, APO 633, U. S. Army.

1. 2nd Indorsement complied with.
2. The opinion of the Aircraft Accident Classification Committee is set forth in par 2 of accompanying letter signed by the chairman thereof.
3. This opinion is concurred with

  
W. M. LANAGAN,  
Colonel, A. G. D.,  
Commanding.

Incls: n/c

Added: Letter- Major W. C. Buell.

VIII A.F.S.C.

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COPY No. 1 OF 2  
REG. INDEX No. 3951

9860.

AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE  
Station 590 APO 635 ETOUSA

WCB/dll

11 December 1942

SUBJECT: Technical Report of Aircraft Accident Classification committee.  
TO : Commanding Officer, Station 590.

1. Submitted herewith is Air Corps Form No. 14 submitted in quadruplicate as required by A.C. Circular 15-14 for accident of December 3, 1942 in which Oxford type Airplane No. British 6179 was involved.

2. Following required enclosures to report were omitted for reasons shown:

- a. Flight report-- Destroyed with aircraft.
- b. Photographs--None available--Complete wreck.
- c. Unsatisfactory Report--No materiel failure.

*William C. Buell*

WILLIAM C. BUELL,  
Major, A.C.,  
Chairman.

Encl:

- 1. A.C. Form 14 - 4 copies
- 2. Weather Report - 4 copies

1st Ind.

H-3-9

HEADQUARTERS, AAF STATION NO. 590, APO 635, USA, 12 December, 1942.  
TO: Commanding General, VIII Air Force Service Command, APO 633, USA.

1. The inclosed report of the Aircraft Accident Classification Committee is submitted in accordance with Army Regulations and with instructions issued by the Chief of the Air Corps.

RECEIVED  
DEC 14 1942  
For the Commanding Officer:

*Keith K. Turner*  
KEITH K. TURNER,  
Captain, A.C.,  
Adjutant.

Incl's - n/s

9860  
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COPY No. 1 OF 4  
REG. INDEX No 3351

VIII AIR FORCE SERVICE COMMAND  
HEADQUARTERS  
APO 633  
USA  
12/10  
C.S. 2000

AIRCRAFT ACCIDENT CLASSIFICATION COMMITTEE  
STATION 590 APO 635 ETOUSA

24th December 1942

SUBJECT: Technical Report of Aircraft Accident Classification committee.

TO : Commanding Officer, Station 590.

1. Reference to 2nd indorsement from Adjutant, VLII AFSC, 15 December 1942, the Aircraft Accident Classification Committee has met and reconsidered the circumstances attendant upon crash of the Oxford No. 6179 on 3 December 1942.

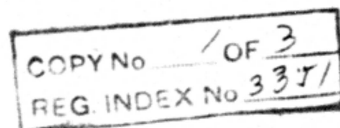
2. The presence of fog and smoke haze with limited visibility, and balloon hazards at the time this pilot left Speke were fully considered by the board. The weather forecast for the greater part of the trip, including areas near proposed landing place, was very good; weather at points near take-off were known to be less than good, but to delay all flying until weather reports show good flying conditions at all points along any proposed route in the British Isles, would seriously impair the flying program which is considered necessary if this Command is to meet the demands being made upon it. The purpose of this trip was to transport certain signal equipment. Consequently, the Board did not consider the pilot at fault as to the take-off under conditions then existent; but the Board did consider his subsequent handling of the plane after weather deteriorated, as faulty. The proper action would have been to attempt to return to the starting point, or to the airfield at Sealand. The percentage of 25% charged as pilot error was for that failure, and not because he took off under less ideal weather conditions.

3. The Committee respectfully reiterates its findings as shown on Form 14.

*William C. Buell*

William C. Buell  
Major A. C.  
Operations Officer  
Chairman.

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SECRET

A TRUE COPY  
AIR MINISTRY, METEOROLOGICAL OFFICE.

LATEST REPORTS of WEATHER (QAM) on

AIR ROUTE, Thursday 3rd December

1942

Time of Observation	Station		General Weather and Warnings	Visibility	Form of Cloud	Low Cloud		Total Amount of Cloud (tenths)	Wind at the Surface		Past Weather	
	Name	Height above M.S.L. (meter)				Height of Lowest Cloud (ft)	Amount of Low Cloud (tenths)		Direction from	Speed (Kms/hr)	Description	Period obs. hrs.
1300 1400 1500	SPEKE		slight mist misty misty	2,200 yds 2,000 yds 1,800 yds		4100 ft 3000 ft 3000 ft	10/10 10/10 8/10	10/10 10/10 9/10	SE EbyS SE	5 mph 5 mph 5 mph		
1300 1400 1500	SEALAND		slight mist slight mist slight mist	2,200 yds 2,200 yds 2,200 yds		800 ft 800 ft 1000 ft	10/10 10/10 10/10	10/10 10/10 10/10	ESE SE SE	5 mph 3 mph 5 mph		
<u>INFORMATION SUPPLIED TO THE PILOT</u>												
a) 1130	General enquiry of weather over Ireland was made at 1130 and 1100 actuals Belfast, Ballyhalbert, and Ramsey (I.O.M.) were given. Information of diffuse warm front over Irish Seas giving intermittent drizzle or sleet, with patches of low cloud at 800 ft (above sea level) F.L. 1500 ft with severe icing in cloud and sleet.											
1100	BELFAST		intermittent slight rain	4 mls		2500 ft	8/10	10/10	E. 1	10 mph		
	BALLYHALBERT		cloudy	6 mls		2500 ft	5/10	10/10	ESE	10 mph		
	RAMSEY		cloudy	4 mls		3500 ft	9/10	9/10	E'S	10 mph		
severe 1300	RAMSEY RONALDSWAY		cloudy cloudy	4 mls 2 mls		6,000ft 2,000ft	3/10 5/10	5/10 9/10	SE SE	10 mph 15 mph		
Bally and Ronaldsway given; repeated warning about thick smoke haze near Liverpool.												
c) 1345	A further enquiry as to visibility at I.O.M. Given actual 4,400 yds.											
Officer-in-Charge.												

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1st Wrapper In ~~RESTRICTED~~

E-Q-9

HEADQUARTERS EIGHTH AIR FORCE, 3 January 1943. TO: Commanding General,  
Army Air Forces.

CF 1. Transmitted herewith are Technical Reports of Aircraft Accident  
Classification Committees relative to the following accidents:

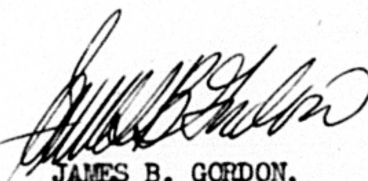
- a. 2nd Lt. Richard J. Drayton in a P-400 aircraft No. AH-609.
- b. 2nd Lt. J. E. Lowe in an Oxford aircraft No. Br. 6179.
- c. Lt. John A. McLean in a B-17F aircraft No. 124451.
- d. Capt. Robert A. Patterson in a Tiger Moth aircraft No. DE-560.
- e. Capt. Walter W. Berg in a Spitfire V-B aircraft No. EN-839.
- f. 2nd Lt. D. W. Koon in a Spitfire aircraft No. P-7906.
- g. Maj. Joseph M. Cole, Jr., in a Miles Master aircraft No. DL-679.

2. Approved.

For the Commanding General:

✓ 7 Incls:

- Incl 1 - Form 14 and allied papers (Drayton).
- Incl 2 - Form 14 and allied papers (Lowe).
- Incl 3 - Form 14 and allied papers (McLean).
- Incl 4 - Form 14 and allied papers (Patterson).
- Incl 5 - Form 14 and allied papers (Berg).
- Incl 6 - Form 14 and allied papers (Koon).
- Incl 7 - Form 14 and allied papers (Cole).

  
JAMES B. GORDON,  
Lt Col, AGD,  
Asst Adj Gen.

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JAN 27 1943

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E-Q-9

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- Incl 5 - Form 14 and allied papers (Berg).
- Incl 6 - Form 14 and allied papers (Koon).
- Incl 7 - Form 14 and allied papers (Cole).

JAMES B. GORDON,  
Lt Col, AGD,  
Asst Adj Gen.

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